

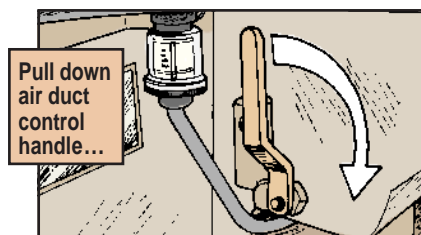
Extinguish CO₂ Concerns



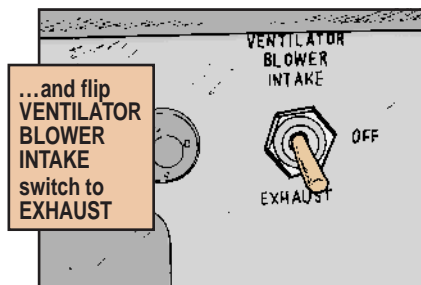
Crewmen, now that the portable fire extinguisher in your ammo carrier is filled with carbon dioxide (CO₂) instead of Halon, you've got a whole new set of safety concerns.

If they're not used right, CO₂ extinguishers pose some dangers—including severe frostbite and suffocation. So, follow these tips for safe CO₂ use:

1. Shout a warning to all crewmembers before using the fire extinguisher.
2. After hearing the warning, the driver should pull down the air duct control

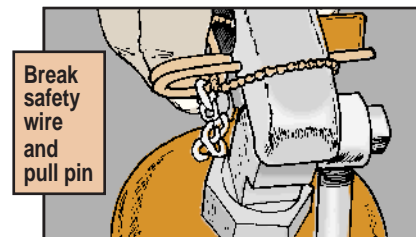


handle to open the vent door and turn the VENTILATOR BLOWER INTAKE switch to EXHAUST.



If the vent door doesn't open, or the blower motor doesn't work, open all hatches and doors to reduce the concentration of CO₂.

3. Pull the two latches to release the fire extinguisher.
4. Break the plastic safety wire and remove the ring pin.



5. Aim the discharge nozzle at the base of the flame and squeeze the trigger until the fire is out.

Once you've begun using the extinguisher, avoid breathing the CO₂. It causes rapid breathing, loss of consciousness and suffocation.

Keep your hands away from the nozzle to avoid frostbite and exit the vehicle as soon as possible.

6. Continue ventilating the vehicle until it's clear of all smoke, fumes and CO₂.

Don't Bet Your Life!

Crewmen, checking the track on your M113-series vehicle is a life or death matter.

Several soldiers have been killed in recent accidents because they didn't follow the suspension system PMCS in their -10 TMs. Those TMs spell out critical maintenance checks and deadlining information, such as:

- Never extend the track adjuster more than 17 inches or it may buckle during operation.
- Use the track and sprocket gauge, NSN 5220-01-041-9920, to check wear limits for sprockets and cushions.
- Eyeball roadwheels, idler wheels and hubs for rubber chunking, loose hardware, and proper lubrication.
- Check shock absorbers for heat, leaks and loose or missing bolts after every operation.

All of these are after-operation checks, but it's a good idea to do them before operating your vehicle, too. In fact, the following warning will soon be added to your -10 TMs:

WARNING

**Bad track has killed/injured.
Do these checks before and
after vehicle operation.**

Even when you've checked your track, accidents still happen. That's the reason for the thrown track warning at the front of your -10 TM. Learn and practice the instructions in the warning so you'll know **exactly** what to do in the event of a thrown track.